City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: **3011176**

Applicant Name: Seattle Pacific University

Address of Proposal: 3215 3rd Ave W

SUMMARY OF PROPOSED ACTION

Land Use Application to allow three buildings, one, 46,450 sq. ft. 2-story performance hall, one, 55,903 sq. ft. 4-story academic center and one, 2,800 sq. ft. single story academic center in an environmentally critical area on the Seattle Pacific University campus. Project includes 4,042 cubic yards of grading. Seventy-one parking spaces to be relocated elsewhere on the campus. Six structures to be demolished totaling 34,371 sq. ft. This proposal requires a determination by the Director on compliance with SMC 23.69.035, Changes to master plan. Specifically, this code section requires *"a proposed change to an adopted master plan shall be reviewed by the Director and determined to be an exempt change, a minor amendment, or a major amendment."* An Environmental Impact Statement Addendum has been prepared by the City of Seattle.[1]

The following approval is required:

SEPA — for conditioning pursuant to Seattle Municipal Code (SMC) 25.05

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [**X**] EIS[2]

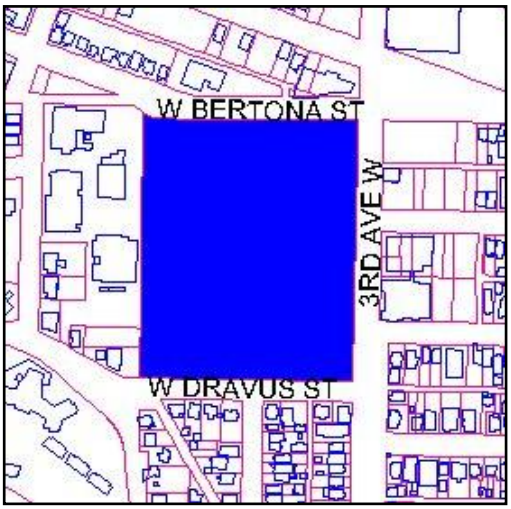
[ ] DNS with conditions

[ ] DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction

[1] "University Center", Addendum to the Final EIS for Seattle Pacific University and the Major Institution Master Plan, Master Use Permit No. 3011176, February 17, 2011.
[2] Ibid.

BACKGROUND

Site and Vicinity



The Project is in the southeastern quarter of the block bounded by West Dravus Street to the south, 3rd Avenue West to the east, West Bertona Street to the north, and 5th Avenue West to the west. The site is also located within the boundaries of the Seattle Pacific University (SPU) Major Institution Overlay (MIO) zone. Approximately half of the development site is currently used as a surface parking lot. The other half contains six SPU-owned buildings, which will be demolished. These include four small houses (one used as an office), Beegle Hall, and the Crawford Music Building.

The entire development site is zoned MIO with a 50 foot height limit. The development site's underlying zoning is divided—the southern portion is zoned Lowrise-1 (LR1) and the northern Lowrise-3 (LR3).[3] Only uses associated with this Institution are eligible for the designated MIO height limits. Non-Institution related uses developing on this site would be bound to the underlying height limits of the zones (currently 30 feet, plus a sloped roof allowance of five feet in the LR1 zone and ten-foot in the LR3 zone).

Proposal

The proposed development will be an approximately 139,000 square foot (105,153 chargeable gross square foot) building complex to replace outdated existing academic facilities and provide additional academic space in a collaborative environment for the visual and performing arts programs. The project will provide thirteen state-of-the-art classrooms, a new learning center for faculty and students, a small-scale performance space, lecture and recital space, a performance hall with approximately 1,100 seats (the "Performance Hall"), and an "arts street" to provide open space and circulation.

Public Notifications and Comment Periods

Notice of the proposal was published on July 15, 2010. The extended public comment period ended August 11, 2010. Notice of the availability of the Environmental Impact Statement (EIS) was published on February 17, 2011 and re-notice was given on March 3, 2011. The required public comment period ended on March 16, 2011.

CONSISTENCY WITH MASTER PLAN

On August 24, 2000, the City adopted SPU's Major Institution Master Plan ("MIMP") by enacting Ordinance Number 120074. The MIMP outlines the development program for the campus, establishes

[3] At the time of application, the underlying zoning was "L-2." On December 20, 2010, the Mayor signed Ordinance 123495 consolidating the City's lowrise zones and re-naming the new Lowrise 2 to "LR-2." This ordinance took effect on April 19, 2011.

development standards for new buildings and provides for a transportation management program to reduce the number of single occupancy trips to the University and surrounding areas.

As part of the overall development program contained in the SPU MIMP, the majority of the proposed development site was identified as a "potential development site." *See* MIMP Fig. 6, p. 20. However, the existing Crawford Music Building, part of the University Center Proposal, was anticipated in the MIMP to remain. The MIMP designated a portion of the proposed development site as parking. Because the current proposal would include the site of the Crawford Music Building and would not include parking, a determination must be made as to the nature of a MIMP amendment that is required, pursuant to SMC 23.69.035. The SPU MIMP authorized 570,000 square feet of new development. *See* MIMP Table 2, p. 18. Campus construction, even with the University Center Proposal, is well within this limit.

Requested MIMP amendments

The University has requested three amendments of the MIMP. First, the **"primary use designation change**": While the MIMP assigns a primary use designation of "academic" for the majority of the development site, a portion of it is designated for parking. *See* MIMP Fig. 4, p 12. The proposed development includes no additional parking. Second, the **"proposed development site expansion"**: The proposed development site includes the ground under the Crawford Music Building. While the MIMP designated the southern portion of the proposed development site as a "potential development site," the MIMP did not so designate the Crawford Music Building. Finally, the **"augmentation of building demolition list"**: The proposed development necessitates demolition of the Crawford Music Building. While the MIMP slates many structures on campus for demolition, the list does not include the Crawford Music Building.

Review process

The proposal requires a determination by the Director on compliance with SMC 23.69.035, Changes to master plan. Specifically, this code section requires "*a proposed change to an adopted master plan shall be reviewed by the Director and determined to be an exempt change, a minor amendment, or a major amendment."*

As part of the Amendment process, SMC 23.69.035 C and 23.88.020 D require that the Citizen's Advisory Committee receive notice and an opportunity to comment on whether the amendment should be deemed Exempt, Minor or Major Amendment. The Advisory Committee is also given an opportunity to recommend what conditions (if any) should be imposed if the recommendation is that the project is a Minor or Major Amendment. The Director then determines whether the amendment is minor or major according to subsections D and E of SMC 23.69.035. The University requested that DPD process its proposed MIMP changes as minor amendments. The following analysis includes a review of the proposed development against the criteria for Exempt Changes, Minor and Major Amendments listed in SMC 23.69.035 (requirements appear in *italics* with applicable details regarding the proposed development following each).

Exempt Changes

1. *Any new structure or addition to an existing structure not approved in the master plan that is twelve thousand (12,000) square feet of gross floor area or less; or*

   The proposed development exceeds 12,000 square feet.

2. *Twenty (20) or fewer parking spaces not approved in the master plan; or*

   This is not applicable since the proposed development does not include parking spaces.

3. *An addition to a structure not yet constructed but approved in the master plan that is no greater than twenty percent (20%) of the approved gross floor area of that structure or twenty thousand (20,000) square feet, whichever is less; or*

   The proposed development is not an addition to a structure approved in the master plan.

4. *Any change in the phasing of construction, if not tied to a master plan condition imposed under approval by the Council; or*

   The proposed development does not involve phasing of construction.

5. *Any increase in gross floor area below grade.*

   The proposed development includes both above-grade and below-grade space.

Therefore, the proposed development does not qualify as an exempt change.

Minor Amendments.

To qualify as a minor MIMP amendment, a proposed amendment must be *"consistent with the original intent of the adopted master plan."* As discussed below, the proposed development satisfies this requirement.

The original intent of the MIMP was to provide a rough idea of the sizes and impacts of potential future development, and it anticipated changes to sites, sizes, and other features of potential development. MIMP at 24. The Seattle Municipal Code states that "[i]nformation about potential projects is for the purpose of starting a dialogue with the City and the community about potential development, and changes to this information will not require an amendment to the master plan." SMC 23.69.030.E.10; *accord* MIMP at 24-25. The following proposed changes are consistent with the flexible intent of the MIMP.

Primary use designation change: Although the MIMP designated a portion of the proposed development site for parking, as discussed below, SPU will still meet its code-required minimum parking requirements even if it uses a portion of the parking-designated property for non-parking purposes. *See* MIMP parking requirement calculations in the MUP application and EIS Addendum for the University Center Project. Additionally, parking that depicted on the site is designated in the MIMP as potential, not planned, parking (MIMP p. 27). The MIMP stated that not all of the designated potential parking spaces would be required to meet the University's parking needs (MIMP p. 26). Thus, this proposed amendment is consistent with the original intent of the MIMP.

Proposed development site expansion: The MIMP contemplated developing academic buildings and a performance hall somewhere on campus. *See* MIMP Table 4, p. 24. The proposed development includes these elements. A specific site for the performance hall was not designated in the MIMP. The MIMP contemplated some form of development on the proposed site, and the Crawford Music site represents a minor expansion of that approved site for the purpose of completing development contemplated in the MIMP. Thus, this proposed amendment is consistent with the original intent of the MIMP.

Augmentation of building demolition list: The MIMP clearly reflects an intent to construct an auditorium/chapel, and the demolition of the Crawford Music Building is needed to achieve that goal. The MIMP contemplated the demolition of certain structures to make room for new development. It specified demolition of buildings in the immediate vicinity of Crawford, so the MIMP demonstrated an intent to remake this area of campus. Demolishing Crawford is consistent with that intent.

In addition to consistency with the original intent of the MIMP, a proposal must satisfy one of the following three criteria:

1. *The amendment will not result in significantly greater impacts than those contemplated in the adopted master plan; or*

   The amendment will not result in significantly greater impacts than those contemplated in the adopted master plan. The MIMP anticipated development of the sort proposed. The MIMP, and the accompanying EIS, contemplated future development of 570,000 square feet of new construction—110,000 square feet of "planned development" and 460,000 square feet of "potential development." More than enough development capacity remains to accommodate the proposed development. The proposed development includes the construction of a total of 123,000 square feet of classrooms and performance space. The new buildings will not exceed the established MIO height limits in the development area.

   The MIMP included an "auditorium/chapel" (now known as the "performance hall") in the list of potential development projects (*see* MIMP Table 3, p. 24). The size of the performance hall was not specified in the MIMP development program, but was assumed in the parking requirements table to be 3,000 seats, far more than the currently proposed 1,100 seats (see MIMP Appendix G).

   The parking impacts of the proposed project are discussed in detail in the SEPA section of this decision below. The parking analysis performed for the SEPA review shows that parking demand could exceed supply during certain situations including events at the new Performance Hall that attract a large number of off-campus attendees, particularly during the school day when classes are in session and when events occur at other venues on campus. However, with the mitigation imposed below under the City's substantive SEPA authority, such as restricting events at certain times and requiring off-site parking at certain times, the parking impacts of the project will not be significantly greater than those contemplated in the adopted master plan.

   Although the proposed performance hall was originally contemplated in the core area of Nickerson and Third, the move to Dravus and Third would not produce significant adverse impacts on the neighborhood. First, the currently-proposed location is only about 600 feet from where the hall was originally contemplated. Second, although the location originally contemplated in the MIMP fronts a major arterial rather than a minor arterial, the potential traffic impacts of the project can be mitigated to an insignificant level as discussed in the SEPA section below. The mitigation

measures include restrictions on Performance Hall events during the PM peak and establishing a right-turn-only restriction at 3rd Avenue W. and W. Bertona St. at certain times.

The MIMP anticipated demolition of many structures on campus, particularly in the area of the Crawford Music Building. Although building demolition produces environmental impacts, the marginal increase of demolition impacts resulting from the demolition of one additional building the size of Crawford is not significantly greater than the impacts already anticipated in the MIMP.

2. *The amendment is a waiver from a development standard or master plan condition, or a change in the location or decrease in size of designated open space, and the proposal does not go beyond the minimum necessary to afford relief and will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the Major Institution is located; or*

The proposed development does not involve a waiver from development standards or Master Plan conditions or a reduction in designated open space, *see* MIMP Fig. 10, p. 30.

3. *The amendment is a proposal by the Major Institution to lease space or otherwise locate a use at street level in a commercial zone outside an MIO District, and within two thousand five hundred feet (2,500') of the MIO District boundary, and the use is allowed in the zone for but not permitted pursuant to Section 23.69.022. In making the determination whether the amendment is minor, the Director shall consider the following factors:*

   a. *Whether an adequate supply of commercially zoned land for business serving neighborhood residents will continue to exist, and*

   b. *Whether the use will maintain or enhance the viability or long term potential of the neighborhood-serving character of the area, and*

   c. *Whether the use will displace existing neighborhood-serving commercial uses at street level or disrupt a continuous commercial street front, particularly of personal and household retail sales and service uses, and*

   d. *Whether the use supports neighborhood planning goals and objectives as provided in a Council approved neighborhood plan.*

The proposed development is not proposed in a location outside of the MIO District.

A proposal need satisfy only one of the three criteria listed above to qualify as a minor amendment. Because the proposed development would not produce significantly greater impacts than those considered in the MIMP, it qualifies as a minor amendment.

Major Amendments

1. *An increase in a height designation or the expansion of the boundary of the MIO District; or*

The proposed development does not propose a height increase or expansion of the MIO District.

2. *Any change to a development standard that is less restrictive; or*

   The proposed development does not propose a change to a development standard that is less restrictive.

3. *A reduction in housing stock outside the boundary but within two thousand five hundred feet (2,500') of the MIO District, other than within a Downtown zone, that exceeds the level approved in an adopted master plan; or*

   The proposed development does not involve a reduction to the housing stock outside the MIO.

4. *A change to the single-occupancy vehicle goal of an approved transportation management program that increases the percentage of people traveling by single-occupancy vehicle; or*

   The proposed development does not propose a change to the single-occupancy vehicle goal of the approved transportation management program.

5. *A use that requires Council Conditional Use approval, including but not limited to a helistop or a major communication utility, that was not described in an adopted master plan; or*

   The proposed development does not propose a helistop, major communication utility, or any other use requiring a Council Conditional Use permit.

6. *The update of an entire development program component of a master plan that was adopted under Code provisions prior to the 1996 Major Institutions Ordinance where the institution proposes an increase to the total amount of gross floor area allowed or the total number of parking spaces allowed under the institution's existing development program component within the MIO District.*

   The proposed development does not propose to increase the gross floor area or total number of parking spaces allowed under the institution's existing development program.

   Therefore, the proposed development does not qualify as a Major Amendment.

Standing Citizen's Advisory Committee recommendation

SMC 23.69.035C states that "the Advisory Committee shall be given the opportunity to review a proposed minor or major amendment and submit comments on whether it should be considered minor or major, and what conditions (if any) should be imposed if it is minor. The Director shall determine whether the amendment is minor or major according to subsections D and E of this section…"

The University briefed its Standing Citizen's Advisory Committee ("SAC") on the University Center proposal at meetings on May 5, 2009, August 19, 2009, and October 27, 2009. The SAC sent a letter to the Director on May 19, 2010 requesting any amendments be considered minor and proposing conditions regarding traffic/parking and building design/character. The SAC letter also requests conditions to mitigate the noise impacts associated with demolition of the existing buildings and construction of the University Center. The Director considered the SAC concerns. The SAC comments regarding building design and character are considered below. The SAC comments regarding noise and traffic/parking as addressed in more detail in the SEPA discussion below.

The SAC letter requested that the Director require additional design criteria specific to this project beyond the adopted criteria of Appendix F of the MIMP. The Director considered these criteria as detailed below.

1. *The design of the University Center compliments and reinforces the historic and collegial character of the SPU campus and particularly of the McKinley, Alexander and Peterson Halls facing Tiffany Loop.*

   The proposed development is designed to extend the feel of the central campus further to the south, replacing a surface parking lot; four under-utilized wood-frame structures; the stark modern industrial Beegle Hall; and the relatively plain modern industrial Crawford Hall with a new academic and performance complex. It respects the context of the Tiffany Loop by helping to frame the open space with a design that will not detract from the existing buildings. Its design provides an effective, modern counterweight to the relatively newly constructed Science Building across Tiffany Loop. The proposed development includes architectural features, such as prominent vertical lines and brick exterior, that respectfully recall features of McKinley Hall without imitating them. The proposed development will provide a better backdrop to McKinley Hall than Beegle Hall currently provides and will not detract from the historic facades of McKinley, Alexander, or Peterson Halls.

2. *The design of the University Center maintains the quiet and peaceful nature of this part of the SPU campus.*

   The proposed development directs people to the interior and includes a 12,500 square foot "Art Street" that will provide open space and circulation while creating pedestrian accessibility to the interior of Tiffany Loop. The Art Street provides a transition from the urban feel of the 3rd Avenue West (a minor arterial) to the quieter campus feel of the interior of the Tiffany Loop.

3. *The building is designed as a signature campus building that highlights and introduces the historic character of this portion of the campus.*

   The University Center has been designed to provide a signature campus building complex that respects and highlights the historic character of this portion of the campus. Because of its mass and distinctive shape, the Performance Hall will provide a highly visible landmark that marks an attractive performing arts center, replacing a currently unsightly corner of the campus. Together, the building components and Art Street will provide for a unified complex that will improve the appearance of the campus.

4. *Design features to reduce the large blank walls that result from auditorium design be incorporated in the project.*

   The proposed development eliminates "blank walls" by varying the massing and bulk of building façades. Longer runs of wall are modulated and feature varying setbacks to create the illusion of several smaller buildings. The façades also include a variety of exterior materials such as glass, brick, and masonry, which present a variety of textures and "break up" large walls.

   Coupled with the design criteria of the MIMP, the Director concludes that the proposed project satisfies the SAC request for additional design considerations. This review satisfies the requirements of the MIMP.

Public Comments

Multiple commenter's' expressed their belief that the proposed changes should be evaluated as major amendments. While the commenter's did not specify which provision of the Code mandates that such changes are major, the consistent themes seem to be that the requests are inconsistent with the intent of, or would result in significantly greater impacts than, the adopted MIMP.

Commenter's urged that the changes should be considered major MIMP amendments because they involve a major project or would have major impacts to a certain area of campus or the surrounding community. However, the Seattle Municipal Code requires a major amendment only in certain circumstances. The code requires use of the minor amendment process where a MIMP change is consistent with the intent of the adopted MIMP and will not produce significantly greater impacts than those considered in the MIMP. As discussed above, the proposed changes meet these criteria. While the commenter's may correctly state the proposal's potential impacts, the Director has considered these potential impacts in light of all the information presented and has concluded the impacts are not likely to be significantly greater than those anticipated in the MIMP. Therefore, it is appropriate to analyze the proposed changes as minor amendments.

Some commenter's stated that the impact of relocating the proposed Performance Hall from the north-central portion of the MIO to the southern MIO boundary would negatively impact the buffer between the campus and the single-family housing just south of the MIO boundary. However, the proposed site is not truly a "relocation" because the MIMP did not designate a specific location for the auditorium/chapel. Even if it is a relocation, as discussed in more detail below in the environmental analysis section, impacts to surrounding uses—even single family houses—are not expected to be significant. Adverse impacts are adequately mitigated by the mitigation measures of adopted City ordinances and those imposed below under the City's substantive SEPA authority.

These commenter's are concerned that the relocation of the auditorium/chapel from Nickerson St. to 3rd Ave. W. and W. Dravus St. would negatively impact traffic in the vicinity. As stated above, because the MIMP did not specify a location for the auditorium/chapel, there is no "relocation." Nevertheless, the traffic analysis produced by The Transpo Group, discussed in more detail below in the environmental analysis section, studied the proposal with these concerns in mind. Specifically, Transpo looked at the potential traffic impacts of an event at the Performance Hall that attracts a large number of off-campus attendees, and it analyzed the impacts at various times. Except before and after major events at the Performance Hall, the proposed development would produce no appreciable effect on surrounding intersection performance. Specifically, the intersection of 3rd Avenue West and West Dravus Street is predicted to operate at LOS B with or without the project. Even during evening events with maximum off-campus attendance, the traffic analysis predicts that levels of service at nearby intersections will not exceed LOS D except at the intersection of 3rd Avenue West and West Bertona Street, where eastbound traffic would experience LOS E before events but not after. This impact will be mitigated according to the conditions below by temporarily restricting movements at this intersection to right-turn only during times of heavy traffic associated with Performance Hall events. During events at the Performance Hall, the intersection of 3rd and Dravus in particular would operate at LOS C both before and after events.

Some commenter's expressed concerns regarding possible adverse parking impacts resulting from major events that would be held in the Performance Hall. Some worried that providing no additional off-street parking would create more demand for on-street parking in the neighborhood. Although the

proposed development will not provide any additional off-street parking, campus-wide, sufficient parking exists to meet the minimum Code requirements while not exceeding Code limits. There are three SPU parking lots on campus within two blocks of the proposed development: the Dravus lot next door to the development site; the Ross lot on Third Avenue and Cremona Street which is nearly kitty-corner from the site; and the Nickerson lot on Nickerson between Third and Sixth Avenues. SMC 23.54.016 mandates that parking demands and provisions in the MIO be evaluated campus-wide, and the proposed development does not bring the number of available parking spaces below the City-imposed minimum.

In addition, the SEPA review studied the potential parking impacts of events at the Performance Hall that attract large numbers of off-campus attendees. The results of this study and the appropriate mitigation measures to address parking supply and traffic, including a requirement that the University provide off-campus parking with shuttle service to the Performance Hall for some major events, are discussed in the SEPA section below.

Conclusions

Based upon a review of the proposal, the criteria under SMC 23.69.035, the review and comment by the SAC, information presented in the public comments, and staff review of the proposal, the request for a Minor Amendment to allow the proposed development is hereby **APPROVED as a MINOR AMENDMENT**.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

This analysis relies on the Final Environmental Impact Statement ("FEIS") for the Seattle Pacific University Major Institution Master Plan, published September 1999 and the University Center Addendum to the FEIS, completed February 17, 2011 ("EIS Addendum"), as well as appendices, other technical environmental reports, and comments and responses associated with those documents. This decision also makes reference to and incorporates the project plans submitted with the project application on June 24, 2010 and public comments on the proposal. The information in the EIS and EIS Addendum, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this decision and conditioning.

The Seattle SEPA Ordinance provides authority to require mitigation of adverse impacts resulting from a proposed project (SMC 25.05.655 and 25.06.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may be imposed to the extent that a given impact is attributable to the proposal, and to the extent that the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be required only when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA would not be necessary.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA

authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Both the FEIS and the EIS Addendum considered the following environmental impacts: Land Use Patterns; Land Use—relationship to Adopted Plans, Policies and Regulations; Transportation, Circulation and Parking; Housing; Aesthetics; Historic/Cultural; Public Services/Utilities; and Construction.

Short-Term Impacts

Demolition and construction activities could result in the following temporary or construction-related adverse impacts:

- decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment;
- construction dust and storm water runoff;
- increased traffic and demand for parking from construction equipment and personnel;
- occasional disruption of adjacent vehicular and pedestrian traffic; and
- increased noise levels;

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right-of-way, and regulates obstruction of the pedestrian right-of-way. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment.

Due to the temporary nature and limited scope of the potential impacts listed above, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

Any conditions to be enforced during construction shall be posted at each street abutting the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions shall be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of construction.

Air Quality

The indirect impact of construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No potential short term adverse impact to air is anticipated and therefore air quality mitigation is not necessary.

Construction Impacts

For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en route to or from a site.
The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for transportation impacts on air quality; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Construction Traffic & Parking

On-street parking in the vicinity is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties. The owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site for the term of construction whenever possible.

Estimates indicate that the proposed project would require removal of a total of approximately 2,590 cubic yards of earth and import of 1,455 cubic yards of fill. This amount of earthwork is estimated to generate a total of 141 excavation truck trips and 66 fill delivery truck trips. These trips would be distributed over multiple days and during non-peak times. Therefore, no significant traffic impacts associated with the construction truck traffic are anticipated.

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities. Existing City code (SMC 11.62) requires truck activities to use arterial streets to the greatest extent possible. Pursuant to SMC 25.05.675(B) (Construction Impacts Policy) and SMC 25.05.675(R) (Traffic and Transportation), additional mitigation is warranted. SPU shall submit for review and approval a Construction Traffic and Parking Management Plan. A construction truck route should be defined to reduce impacts on the adjacent roadway systems. This plan should also include a safe route along the construction site for pedestrians and bicyclists. The truck route should rely on arterials as much as possible, thereby reducing impacts on surrounding residential neighborhoods.

While some construction-related transportation and parking impacts would be unavoidable, given the short duration of construction and the mitigation above, no significant impacts are expected.

Noise

The FEIS for the MIMP generally addressed construction impacts of potential development, but the EIS Addendum addresses them in more detail, presenting an analysis of noise that would be generated by the proposed development. The construction activities associated with the proposed development will produce noise impacts which could adversely affect the surrounding uses. The SAC letter of May 19, 2010 raised concerns regarding these noise impacts. The institutional nature of some of the surrounding uses will help mitigate these impacts; because a number of the neighboring properties most likely to be affected by construction noise are within the MIO and owned and operated by SPU, they are less sensitive to noise impacts than other uses.

To the south of the proposed development site, however, are residential structures. Due to the proximity of these uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B), mitigation is warranted. The EIS Addendum recommends several mitigation measures to address construction noise impacts. These measures would adequately mitigate the expected adverse impacts and have been included as necessary in the conditions of approval listed below.

Prior to full enclosure of the buildings, construction activities, other than those taking place within an enclosed building, are limited to the hours of 7:00 AM to 6:00 PM on non-holiday weekdays. Additionally, the use of noise impact-type equipment, such as pavement breakers, pile drivers, jackhammers, sand blasting tools and other impulse noise sources shall be restricted to the hours of 8:00 AM and 5:00 PM on weekdays. Because some occasions may arise where critical construction activities of an emergency nature related to safety or traffic issues may necessitate completion after the regular construction hours mentioned above, DPD may approve waivers of timing restrictions. Such waivers must be requested at least three business days in advance and approved by DPD on a case-by-case basis prior to such work.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule, thus the duration of associated noise impacts.

Whenever appropriate, the contractor shall substitute hydraulic impact tools with electric models to further reduce demolition and construction-related noise and vibration. On-site workers shall limit loud talking, music, or other miscellaneous noise-related activities. Where appropriate, all operating equipment shall be fixed with properly sized and maintained mufflers, engine intake silencers, and where necessary, engine enclosures. Operators shall avoid excessive idling.

Light and Glare

Construction may produce light- and glare-related impacts from both stationary and mobile sources. Stationary sources of light are necessary during times of low light levels to meet safety requirements. While noticeable, these impacts are not expected to be significant. Additionally, no significant light and/or glare-related impacts are anticipated in conjunction with mobile sources such as construction vehicles entering or exiting the site. These impacts will not be significant, and no additional mitigation is required.

Long-Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: air quality, noise, light and glare, historic preservation, increased traffic in the area and increased demand for parking, and environmental health.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater Code, the Grading Code, and the Energy Code (requiring insulation for outside walls and energy efficient windows). The MIMP and the Land Use Code control site coverage, setbacks, building height, and allowable use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts.

Air Quality (greenhouse gases)

Seattle's air quality is adversely affected primarily by vehicular emissions, and the proposed project is expected to have a minimal impact on air quality relative to the existing and projected background traffic. The integration of the proposed development into the campus is unlikely to affect existing levels of vehicular activity around the campus. Current federal and state regulations will likely provide adequate mitigation for impacts on air quality through restrictions on vehicular emissions. No further mitigation pursuant to SEPA authority at SMC Section 25.05.675.A is warranted.

The number of vehicular trips associated with the proposed development is expected to increase from the amount currently generated by the various sites and the development's overall electrical energy and natural gas consumption is expected to increase. Together these changes may result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

The scale of global climate change is so large that the impacts of a project can only be considered on a "cumulative" basis. It is not anticipated that a single development project would have an individually discernable impact on global climate change. The project's GHG emissions would likely combine with emissions across the City, County, and State and planet to cumulatively contribute to global climate change. The EIS Addendum contains a table with estimated greenhouse gas emissions from the proposed action. EIS Addendum Appendix D.

No significant impacts are anticipated and no additional mitigation is necessary.

Noise

The proposed development is not anticipated to produce significantly more noise than existing uses. Existing uses produce noise related to pedestrian activity, parking activity, traffic from 3rd Avenue and W. Dravus Street, practice noise and music from choral and orchestra use of the Crawford Music building, and noise from the student activity in Beegle Hall's classrooms. The proposed development would produce noise from traffic, building-related activities, pedestrian activity associated with Performance Hall ingress and egress, and truck access to the new loading dock. However, the new construction would include double-pane glass, resulting in less interior noise (such as rehearsal noise) reaching the exterior. Additionally, the current surface parking lot, and its attendant noise, would be eliminated.

The noise associated with the proposed development will not create significant long-term negative environmental impacts.

Height, Bulk and Scale

All of the proposed buildings comprising the University Center will remain within the allowable 50 ft. MIO height limit set by the MIO zoning, plus the height bonus provided in the MIMP development standards for sloping lots. The project has been designed to comply with all of the other MIMP development standards that help determine the bulk and appearance of campus buildings, including structure setbacks, landscaping and modulation. The height of the buildings will be similar to most of the nearby campus buildings, but will be higher than most of the residential buildings located to the south of the site across W. Dravus Street. As illustrated by view-point diagrams in the EIS Addendum, because of the sloping site and existing buildings and mature trees, the University Center buildings will not block views from neighborhood areas to the south of the campus, including Rodger Park.

With the addition of the proposed University Center, the more developed visual character of the central area of the campus will extend south, providing a more campus-like feel to the site. Although the visibility of the University Center structures will increase the physical presence of the University along the streets that border the site, the proposed architectural and landscape elements will blend well with the adjacent campus and neighborhood buildings and landscaping. However, because of its size and distinctive shape, it is expected that the Performance Hall will become a prominent campus and neighborhood design landmark.

Historic Preservation

The applicant prepared the *Historic and Cultural Resources Report*, attached as Appendix E to the EIS Addendum, analyzing the historic significance of the six buildings slated for demolition in preparation for the proposed development. All of the buildings except Crawford were included on the demolition list in the MIMP. The applicant's historic preservation consultant worked with the Department of Neighborhoods ("DON") to determine whether any of the six met the criteria for historic preservation. DON determined that, due in part to a loss of integrity, it was unlikely that Beegle hall and the four residential buildings could meet the standards for designation as individual landmarks. None of the residential buildings are significant representations of an architectural style, or associated with historically significant persons, or significant parts of the development of the history of Seattle.

DON determined that there was a possibility that the Crawford Music Hall could meet the standards for landmark designation. The applicant prepared a landmark nomination to present to the Landmarks Preservation Board. The Board concluded that Crawford Hall did not meet the standards for designation as a City landmark.

No significant impacts to historic resources are anticipated and no mitigation is necessary.

Transportation & Parking[4]

Consistency with FEIS: The FEIS for the Major Institution Master Plan provided an analysis of transportation related impacts associated with development of the MIMP. The MIMP included a 3,000 seat Performance Hall, nearly three times the 1,100 seat capacity of the proposed development. Thus, the long-term traffic, transportation, and parking impacts of a proposed campus assembly hall exceeding the proposed project were addressed in the FEIS. The EIS Addendum prepared for this project provides transportation analysis specific to the impacts of the proposed development.

Trip Generation

Existing and Future Baseline Conditions: Intersection traffic counts were collected during two weekday time periods: the evening peak hour of adjacent street traffic (5:00 – 6:00 PM) and a period to represent evening conditions when Performance Hall events are more likely to occur (7:00 – 8:00 PM). Traffic volumes for the 2013 baseline condition were developed by applying an annual growth rate of one percent to the existing volumes and include traffic from nearby projects that have been approved but not yet constructed. All study area intersections under existing weekday PM peak hour conditions operate at Level of Service D (LOS D) or better. Operations at three unsignalized intersections (3rd Avenue W/W Bertona Street, 6th Avenue W/W Nickerson Street, and Queen Anne Avenue N/W Nickerson Street) are expected to degrade to LOS E in 2013. During the 7:00 – 8:00 PM evening hour, all intersections operate at LOS D or better, and all are forecast to continue to do so in 2013.
Traffic and parking conditions vary during the year and during the week. When school is not in session – holidays and summer – the University's commuter parking lots are largely empty, and traffic volumes on roadways near the school would be lower. During the school year, the University has no night classes on Fridays; therefore, the University's parking lots and surrounding intersections have greater capacity on Friday evenings than on other weekday evenings. Given these different background conditions, anticipated transportation and parking impacts were analyzed separately for Fridays and for other weekdays.

Non-Event Conditions: Trip generation for the project is focused on additional trips that would be generated by the Performance Hall, as the other facilities within the University Center are replacements and/or consolidations of uses presently located elsewhere on campus. With no event scheduled at the Performance Hall, additional trip volumes are expected to be low. Data from the Institution of Transportation Engineers *Trip Generation* Manual (8th Edition) were used to estimate non-event weekday PM peak hour trips. With a 1,100 seat Performance Hall, approximately 22 new trips would be added during the PM peak hour. It is expected that these trips would park in the Dravus Street parking structure, and would generally follow the same trip distribution patterns assumed in the 2000 Master Plan EIS.

Event Conditions: Traffic generation for events was estimated by identifying potential off-campus traffic and a likely average vehicle occupancy for sold-out events. Analysis of these events assumed that 75 percent of the event patrons came from off-campus. This represents a reasonable worst-case analysis, as the majority of events are expected to have smaller attendance and/or draw a larger

[4] The May 19, 2010 SAC letter requested that the University's transportation analysis be presented at a public meeting of the general neighborhood. The University presented the University Center proposal to the SAC at meetings on May 5, 2009, August 19, 2009, and October 27, 2009. The University responded to the SAC's concerns regarding traffic and parking impacts from the proposed development, including the concerns expressed by a minority of the SAC. The University's traffic engineer conducted additional studies and analysis, which are included in the City's EIS Addendum.

proportion of attendees from staff and students already on campus. Additionally, Seattle Pacific University has indicated that the Performance Hall will host many events that currently are held on campus in other venues, such as concerts hosted at Royal Brougham Pavilion. Relocation of these events at the same attendance level to the Performance Hall would not increase traffic to these events, although if larger off-campus attendance results from the relocation, some increase in traffic likely would occur.

A sold-out event at the Performance Hall is estimated to generate about 324 vehicle trips in the peak hour; the large majority of these trips would be inbound to Seattle Pacific University prior to the event and outbound from the University at the conclusion of the event. These vehicles were assigned to SPU parking facilities based on local traffic distribution patterns and available parking supply. In general, the majority of the traffic is expected to use W Nickerson Street east of the campus to access the site, with additional volumes using 3rd Avenue W south of the campus. W Nickerson Street west of the campus and local streets are expected to carry small additional traffic volumes.

In addition to the Performance Hall traffic volumes, events at Royal Brougham Pavilion and Gwinn Commons[5] were included in the event scenario. Based on information from the University, events at these locations would draw an average of 765 patrons, with approximately 600 patrons associated with Royal Brougham Pavilion and 165 associated with Gwinn. Trips associated with these events were estimated and distributed to the roadway network.

Traffic Impacts

The greatest traffic impacts would be experienced with an event in the Performance Hall that would bring traffic to the campus during the PM peak hour Monday-Thursday. Under these circumstances, substantial delays would be expected to occur at several nearby intersections. 3rd Avenue W/W Nickerson Street, 3rd Avenue W/W Bertona Street, and Queen Anne Avenue N/W Nickerson Street all are forecast to operate at Level of Service (LOS) F during the PM peak hour, and 6th Avenue W/W Nickerson Street would operate at LOS E. No operational mitigation measures were identified that would improve intersection operations to acceptable levels; therefore, Performance Hall events that would generate substantial traffic volumes during the Monday-Thursday PM Peak hour will be prohibited (see *Mitigation*, below).

Intersection level of service analysis also was conducted during the weekday (Monday-Thursday) evening hour (7:00 – 8:00 PM). Background conditions during this time period are substantially better than PM peak hour conditions, as traffic volumes on nearby roadways are lower. With the addition of event traffic, one intersection (3rd Avenue W/W Bertona Street) is expected to operate at LOS F during the evening hour; all other intersections in the study area would operate at LOS D or better. To mitigate impacts at 3rd/Bertona, eastbound through and left-turn movements would be restricted. This would improve the 3rd/Bertona LOS to D, without substantially impacting any nearby intersections. Additional analysis determined that restrictions at 3rd/Bertona would be required for Performance Hall events with greater than 310 attendees.

On Fridays, background traffic volumes are forecast to be lower in both the PM peak hour and the evening hour than background traffic volumes Mondays through Thursdays; therefore, intersections are expected to operate better both with and without event traffic. During the PM peak hour, two

[5] References to "Gwinn" or "Gwinn Commons" are intended to include only the meeting space on the third floor of Gwinn Commons, not to the other two floors of Gwinn Commons, which house largely on-campus uses such as the campus dining hall.

intersections are forecast to operate below LOS D: 3rd Avenue W/W Nickerson Street is expected to operate at LOS E, and 3rd Avenue W/W Bertona Street would operate at LOS F. During the evening peak hour, all intersections are expected to operate at LOS D or better.

Parking

Existing Conditions: Existing parking near the project site includes approximately 697 on-campus stalls, including spaces in the Dravus, Ross, and Nickerson lots, and approximately 475 on-street spaces. Parking counts were conducted for both the PM peak hour (5:00 – 6:00 PM) and the evening hour (7:00 – 8:00), to reflect currently availability at times of potential peak Performance Hall usage. From 5:00 – 6:00 PM, 489 on-campus spaces and 359 on-street spaces were occupied Monday through Thursday, for a total parking demand near the project site of 848 vehicles. The overall utilization rate was 72%. From 7:00 – 8:00 PM, 303 on-campus and 294 on-street spaces were occupied, for a total parking demand of 597 spaces, and a utilization rate of 51%. On Friday, approximately 519 spaces were occupied between 5:00 and 6:00 (for a 44% utilization rate) and 660 spaces were occupied between 7:00 and 8:00 (a 56% utilization rate).

Non-Event Conditions: As noted above, many of the facilities with the University Center would be relocated from elsewhere on campus, and would not generate additional parking demand. The Performance Hall would generate new parking demand, but this demand is expected to be low when no events are scheduled at the Hall. As over 200 of the nearby on-campus spaces are unoccupied between 5:00 and 6:00 PM, additional demand on non-event days would be able to be accommodated on-campus.

Event Conditions: As with forecasts of additional traffic, estimates of parking demand generated by events at the Performance Hall were added to estimates of parking demand for simultaneous events and activities at Royal Brougham Pavilion and Gwinn Commons. A cumulative events analysis allows reasonable worst-case impacts to be identified, and appropriate mitigation applied.

Sold-out events at the Performance Hall with 75% of attendees coming from off-campus are expected to generate parking demand of approximately 342 vehicles. Royal Brougham events would generate parking demand for about 214 vehicles, and about 72 vehicles would be associated with events at Gwinn. Simultaneous events at the three venues therefore would generate parking demand for up to roughly 628 vehicles.

As noted above, parking demand Monday through Thursday during the 5:00 – 6:00 PM peak hour is approximately 848 vehicles. With events at all three venues, the peak cumulative parking demand would be 1,476 vehicles, about 26% above the total on-campus and on-street parking supply near the project site. As Performance Hall events that generate substantial traffic volumes during the Monday – Thursday PM peak hour would be prohibited (see *Mitigation*, below), this level of excess parking demand would not be reached.

During the 7:00 – 8:00 time period, the parking utilization rate near the project site declines from 72% to 51%, indicating greater parking availability. Simultaneous events with an estimated parking demand of 628 vehicles, combined with background parking volumes, would result in a parking demand of approximately 1,225 vehicles, exceeding the nearby parking supply by 53 vehicles. This level of overflow parking will require mitigation; see the *Mitigation* section, below.

During 5:00 – 6:00 on Friday, the existing parking demand is 519 vehicles. The additional 628 vehicles from simultaneous events would bring the total parking demand to 1,147. With a parking supply of 1,172 vehicles, peak demand could be accommodated using on-campus and on-street spaces. However, brief periods of traffic congestion may occur as the parking supply becomes almost fully utilized.

Parking demand counts taken on Friday between 7:00 and 8:00 included an event at Royal Brougham Pavilion, and documented a demand of 660 vehicles. As use of the Pavilion already was reflected in the existing counts, an additional 414 vehicles were added to reflect events at the Performance Hall and Gwinn, for an estimated total parking demand of 1,074. Available supply would exceed this demand by about 100 spaces.

Transportation Management Program (TMP)

As part of the approval of the 2000 Major Institution Master Plan (MIMP), SPU was required to develop and maintain a Transportation Management Program (TMP). SMC 23.54.016 C6 requires review of a Major Institution's TMP when the institution applies for permits under its MIMP. As a TMP goal, SPU is to achieve a 50% maximum single occupancy vehicle (SOV) rate.
To achieve this goal, SPU has implemented a number of TMP elements, including:

- Establishing a Transportation Coordinator to promote and maintain the program, and provide annual evaluations;
- Providing periodic promotional events supported by King County Metro and the Seattle Department of Transportation;
- Providing transit and ridesharing information at Commuter Information Centers;
- Providing Ridematching service coordination;
- Subsidizing transit passes for employees (at 100%) and students (at 30%);
- Subsidizing and providing preferential carpool/vanpool parking;
- Coordinating with area businesses to promote ridesharing;
- Providing covered bicycle parking;
- Sponsoring a guaranteed ride home program for carpool/vanpool participants;
- Allowing for flexible scheduling arrangements for employees;
- Constructing sidewalks and pathways and providing safety escorts to encourage walking;
- Encouraging telecommuting and distance learning opportunities.

A 2009-2010 review of TMP efforts indicates that SPU currently is achieving an SOV goal of approximately 52%. Current University efforts to increase on-campus housing, such as the Irondale development, are expected to reduce the number of commuting students and lower the SOV rate. As

noted above, the proposed project is expected to generate very little additional non-event traffic. No modification of the TMP is necessary to effectively mitigate this small increase in traffic volumes.

Mitigation

The following restrictions and mitigation will be placed on events at the Performance Hall, in combination with the stated anticipated attendance levels:

Monday – Thursday, events starting prior to 7:00 PM: No event with more than nominal (less than 25) off-campus attendance is permitted, excepting off-campus attendees arriving by shuttle or public transportation.

Monday - Thursday, events starting at or later than 7:00 PM:

-
- Cumulative attendance (Performance Hall, Royal Brougham, Gwinn) at or less than 310 attendees: No mitigation. (This attendance level is lower than that stated in the Addendum to account for relatively higher traffic volumes per attendee expected for events at Royal Brougham and Gwinn than at the Performance Hall.)

- Cumulative attendance greater than 310 but no greater than 1,630: Implement traffic controls to restrict eastbound through and left-turn movements at 3rd Avenue/Bertona Street.

- Cumulative attendance greater than 1,630: Implement traffic controls to restrict eastbound through and left-turn movements at 3rd Avenue/Bertona Street; provide 55 off-street, off-campus parking stalls.

Friday, events starting prior to 4:00 PM: No event with more than nominal (less than 25) off-campus attendance is permitted, excepting off-campus attendees arriving by shuttle or public transportation.

Friday, events starting between 4:00 PM and 7:00 PM:

- Cumulative attendance (Performance Hall, Gwinn) at or less than 275 attendees: No mitigation.
-
- Cumulative attendance greater than 275 attendees: Implement traffic controls to restrict eastbound through and left-turn movements at 3rd Avenue/Bertona Street.

Friday, events starting at or later than 7:00 PM: No mitigation.

Environmental Health

With respect to air quality and environmental health impacts, demolition of the structures is proposed. The Puget Sound Clean Air Agency has jurisdiction over this impact, but there is no reliable means of triggering their involvement other than by requiring the proponent to notify the agency of the proposal. Hence, project approval has been made contingent upon such notification.

The indirect impact of construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No potential short-term or long-term, significant adverse impact to air is anticipated and therefore air quality mitigation is not necessary.

DECISION – SEPA

The application is **APPROVED, with conditions** as referenced below.

SEPA – CONDITIONS

Prior to Issuance of any Construction or Grading Permits

The owner(s) and/or responsible party(s) shall:

1. Submit for review and approval a Construction Traffic and Parking Management Plan to the Department of Planning and Development for concurrent review and approval with Seattle Department of Transportation. The plan shall include the following:

    a. Identify management of construction activities including construction hours, parking, shuttle operations, traffic and issues concerning street and sidewalk closures.

    b. Show the location of all parking for construction workers, shuttle pick up areas and parking for related construction equipment, as well as the location of ingress/egress for construction equipment and trucks.

    c. Provide for appropriate and reasonable screening for all construction parking for workers and for construction related equipment.

    d. Direct installation of signage to reinforce truck delivery routes.

    e. Specify a safe route along the construction site for pedestrians and bicyclists.

    These conditions shall be posted at the construction site for the duration of construction activity.

2. A Notice of Intent must be filed with the Puget Sound Clean Air Agency prior to demolition of buildings.

3. Coordinate with SDOT Special Events staff to determine the location and wording of signage to be used for traffic control prior to and during events as identified in Conditions 12a, 13b, and 13c,

below. In general, signs shall be located on northbound 3rd Avenue W and eastbound W Bertona Street.

During Construction

The following condition(s) are to be enforced during construction and shall be posted in a location on the property line that is visible and accessible to the public and construction personnel from the street right-of-way. If more than one street abuts the site, conditions will be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards will be laminated with clear plastic or other weatherproofing material and will remain in place for the duration of construction. It is the proponent's responsibility to ensure that the sub-contractors are informed of the conditions listed below:

4. Construction noise and vibration impacts shall be minimized wherever feasible by shielding noisy equipment, avoiding excessive idling, locating equipment away from sensitive receivers, such as residential uses, and adequate muffling of equipment; scheduling particularly noisy operations to avoid conflicts; providing acoustical screens or enclosures where necessary; assembling building components off-site to the greatest extent possible; identifying a 24 hour contact person to receive noise complaints; and coordinating construction mitigation.

5. Wherever feasible, special measures for noise control of unusually loud equipment or activities shall be used during construction. This equipment shall include special mufflers for machine engine exhausts or air powered equipment and acoustical screens or enclosures to be used as needed.

6. The applicant and all contractors shall use the newest equipment available and shall keep construction equipment in good working condition. In addition, SPU shall reuse demolition materials to the greatest extent possible and take steps to ensure that long periods of construction equipment idling are avoided.

7. The hours of construction activity shall be limited. Construction hours shall be limited to non-holiday weekdays between 7:00 a.m. and 6:00 p.m. Additionally, the use of noise impact-type equipment, such as pavement breakers, pile drivers, jackhammers, sand blasting tools and other impulse noise sources shall be restricted to the hours of 8:00 AM and 5:00 PM on weekdays. This limitation is subject to minor revisions at the discretion of DPD to allow work of an emergency nature, work required due to obstruction of street rights-of-way, and minor, usually interior, work of low noise impact.

8. The applicant shall provide for safe pedestrian and vehicular circulation adjacent to construction sites through the use of temporary walkways, signs, and manual traffic controls (flaggers).

9. Implement the measures in Construction Traffic and Parking Plan approved by DPD and Seattle Department of Transportation (SDOT).

For the Life of the Project

10. The Applicant shall continue to comply with all of the requirements of the approved MIMP and TMP.

11. **Weekday daytime use of Performance Hall (9:00 AM – 4:00 PM):** The University may not hold events at the Performance Hall that would attract more than a nominal number of off-campus attendees during the weekday daytime when classes are in session (9:00 AM – 4:00 PM) unless the University reasonably anticipates that off-campus attendees will arrive by shuttle or public transportation.

12. **Weekday PM Peak use of Performance Hall (4:00 – 7:00 PM):** The University may not hold events at the Performance Hall that would attract more than a nominal number of off-campus attendees during the weekday PM Peak (4:00 - 7:00 PM) unless the University reasonably anticipates that off-campus attendees will arrive by shuttle or public transportation.

    a. **Friday exception:** The University may, however, hold events attracting off-campus audiences during the Friday PM Peak provided that, if attendance at an event exceeds 275, the University must restrict eastbound movements at the intersection of 3rd Ave West and West Bertona Street to right turn only. As part of the traffic mitigation, the University may place signage on eastbound West Bertona Street at 6th Avenue West advising Nickerson-bound drivers to head north on 6th Avenue West to the intersection of 6th Avenue West and West Nickerson Street. Additionally, signage shall be installed on northbound 3rd Avenue West and eastbound West Bertona Street at least 48 hours prior to such events, alerting roadway users to the upcoming temporary traffic controls.

13. **Weekday (Monday – Thursday) evening use of Performance Hall (7:00 PM start or later)**

    a. The University may not hold events at the Performance Hall during the evening (7:00 PM start or later) if the combined attendance for events during this time period at the Performance Hall, 3rd Gwinn, and Royal Brougham would exceed 310 unless the University implements the mitigation required herein.

    b. Should combined attendance exceed 310 but not 1630, the University must mitigate traffic impacts at 3rd and Bertona as above.

    c. Should combined attendance exceed 1630, in addition to the mitigation measures at 3rd and Bertona required above, the University must provide parking at an off-campus location and, if necessary, provide shuttle service from the parking to the Performance Hall; the amount of off-campus parking shall be sufficient to meet the demand for the event that cannot be met by on-campus parking, provided that the University shall not be required to provide more than 55 off-campus stalls.

14. **Use of Performance Hall when classes not in session:** During times when the University is not in session or in limited use, such as during weekends, holidays, and summertime, no parking mitigation is required for events at the Performance Hall. Traffic mitigation is still required at the intersection of 3rd Avenue West and West Bertona Street under the circumstances indicated above.

15. **Use of Alternative Modes:** When the University reasonably anticipates attendance at a Performance Hall event will trigger one of the mitigation conditions above, in addition to the above conditions, the University shall encourage Performance Hall attendees to employ transportation alternatives to single-occupancy vehicles, such as public transit, carpools, or bicycles.

Signature: (Signature on File) Date: June 2, 2011

Colin Vasquez, Senior Land Use Planner
Department of Planning and Development
Land Use Services

CRV:jj
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